

ORIGINAL

PART 1. GENERAL

|  |   |  |  |                               |
|--|---|--|--|-------------------------------|
| 1. AIRCRAFT ACCIDENT BOARD REPORTED BY<br>Commanding Officer,<br>U. S. Naval Air Station, Los Alamitos                 | 2. SERIAL NO.<br>2-65A  | 3. AIRCRAFT (LOCAL) OF HIGHWAY<br>121920T MAY A4B                | 4. MODEL AIRCRAFT<br>A4B                       | 5. BUREAU NUMBER<br>142885    |
| 6. TO: Commander, Naval Aviation Safety Center   | 7. VIA: (1) C.O. NAS LOS A. MITCHELL<br>(2) CHABESTRA<br>(3) CHATRA | 8. LOCATION OF HIGHWAY<br>2 1/2 MI. Northeast of Rosamond, Calif | 9. DAMAGE<br>ALFA                              | 10. FLIGHT CODE<br>141B       |
| 11. TIME OF DAY<br>Day   | 12. TIME IN FLIGHT<br>1:00  | 13. FLIGHT CODE<br>141B  | 14. TYPE CLEARANCE<br>VFR Local                | 15. AIRSPEED<br>300-350 KTS   |
| 16. TYPE CLEARANCE<br>VFR Local  | 17. AIRSPEED<br>300-350 KTS   | 18. ALTITUDE<br>15,000   | 19. ELEVATION AT TIME OF HIGHWAY<br>14 E 2 350 | 20. TERRAIN<br>Rolling Desert |
| 21. BRIEF DESCRIPTION OF HIGHWAY<br>Uncontrolled collision with ground following attempted recovery from steep dive at |   |  |  |                               |
| 22. DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete OPNAV Form 3750-1 for each A/C)                          |   |  |  |                               |
| 23. AIRCRAFT NUMBER AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete OPNAV Form 3750-1 for each A/C)      |   |  |  |                               |
| 24. AIRCRAFT NUMBER AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete OPNAV Form 3750-1 for each A/C)      |   |  |  |                               |

|            |            |            |            |
|------------|------------|------------|------------|
| 25. FACTOR | 26. FACTOR | 27. FACTOR | 28. FACTOR |
| (b) (5)    | (b) (5)    | (b) (5)    | (b) (5)    |

|  |                |                           |                     |                           |                     |                           |                     |                           |                      |
|--|----------------|---------------------------|---------------------|---------------------------|---------------------|---------------------------|---------------------|---------------------------|----------------------|
| 1. PILOT (Last, first & middle initial)<br>Rodaric A. LAUGHLIN               | 2. GRADE<br>LT | 3. SERVICE NO.<br>(b) (6) | 4. GRADE<br>(b) (6) | 5. SERVICE NO.<br>(b) (6) | 6. GRADE<br>(b) (6) | 7. SERVICE NO.<br>(b) (6) | 8. GRADE<br>(b) (6) | 9. SERVICE NO.<br>(b) (6) | 10. GRADE<br>(b) (6) |
| CO-PILOT (Identify & submit separate page 1)                                 |                |                           |                     |                           |                     |                           |                     |                           |                      |
| 11. ALL MODELS<br>1464   |                |                           |                     |                           |                     |                           |                     |                           |                      |
| 12. ALL MODELS IN LAST 12 MONTHS<br>30.2                                     |                |                           |                     |                           |                     |                           |                     |                           |                      |
| 13. ALL MODELS IN LAST 6 MONTHS<br>30.2                                      |                |                           |                     |                           |                     |                           |                     |                           |                      |
| 14. ALL SERIES THIS MODEL<br>A/C 22.0<br>OFF/OP 4.0                          |                |                           |                     |                           |                     |                           |                     |                           |                      |
| 15. ALL SERIES THIS MODEL LAST 12 MONTHS<br>A/C 22.0<br>OFF/OP 4.0           |                |                           |                     |                           |                     |                           |                     |                           |                      |
| 16. ALL SERIES THIS MODEL LAST 6 MONTHS<br>A/C 22.0<br>OFF/OP 4.0            |                |                           |                     |                           |                     |                           |                     |                           |                      |
| 17. TOTAL HOURS IN FLIGHT (If not mishap)<br>1190                            |                |                           |                     |                           |                     |                           |                     |                           |                      |
| 18. LAST FLIGHT FLIGHT ALL SERIES THIS MODEL<br>DATE 5-9-65<br>ELEVATION 1.8 |                |                           |                     |                           |                     |                           |                     |                           |                      |
| 19. TYPE INSTRUMENT CARD<br>STANDARD   |                |                           |                     |                           |                     |                           |                     |                           |                      |
| 20. DATE LAST, first & middle initial<br>5-5-65                              |                |                           |                     |                           |                     |                           |                     |                           |                      |
| 21. GRADE<br>1.9   |                |                           |                     |                           |                     |                           |                     |                           |                      |
| 22. GRADE<br>STANDARD  |                |                           |                     |                           |                     |                           |                     |                           |                      |

## AIRCRAFT ACCIDENT REPORT

OPNAV FORM 3750-1A (Rev. 3-67) P1

**SPECIAL HANDLING REQUIRED** in accordance with  
Para. 6d, OPNAV INSTRUCTION 3750.6, 1st edition

~~ORIGINAL~~

## PART 1 GENERAL

| SECTION A IDENTIFICATION   |  | PART 1 GENERAL         |                          |                                  |                  |
|--|--|------------------------|--------------------------|----------------------------------|------------------|
| 1. AIRCRAFT ACCIDENT BOARD APPOINTED BY  |  | 2. SERIAL NO.          | 3. DATE LOCAL OF MIDSHIP | 4. MODEL AIRCRAFT                | 5. BUREAU NUMBER |
| 6. TO: Commander, Naval Aviation Safety Center   |  | 9. LOCATION OF MIDSHIP |                          | 10. DAMAGE                       |                  |
| 7. VIA:  |  | 8.                     | 11. TIME OF DAY          | 12. TIME IN FLIGHT               | 13. FLIGHT CODE  |
|  |  | 14. CLEARED FROM       |                          | TO:                              |                  |
|  |  | 15. TYPE CLEARANCE     |                          | 16. RUSHED                       | 17. A/C WEIGHT   |
| 18. BRIEF DESCRIPTION OF MIDSHIP   |  |                        |                          | 19. EXACTLY WHAT TIME OF MIDSHIP |                  |
|  |  |                        |                          | S. L. TERMIN                     |                  |
| 20. LIST MODEL, BUINO, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED |  |                        |                          |                                  |                  |

| FACTOR                                      |  | FACTOR                                  |  | FACTOR |  |
|---|--|---|--|--------|--|
| 1. PILOT ERROR IN TECHNIQUE/JUDGMENT        | 9. SERVICING PERSONNEL   | 17. WEATHER                             |  |        |  |
| 2. PILOT DEVIATION FROM NATOPS PROCEDURES   | 10. LANDING SIGNAL OFFICER                                     | 18. DESIGN AIRCRAFT                     |  |        |  |
| 3. PILOT UNOBTAINED OPERATION OF A/C SYSTEM | 11. OTHER PERSONNEL (Specify)                                  | 19. DESIGN CREW EQUIPMENT               |  |        |  |
| 4. PILOT OTHER (Specify)                    | 12. ADMINISTRATIVE   | 20. DESIGN OTHER (Specify)              |  |        |  |
| 5. CREW                                     | 13. FACILITIES-RUNWAY, OVERRUN TAXIWAY, FLIGHT DECK            | 21. ROLLING/STOPPING DECK BOUNCING SEAS |  |        |  |
| 6. MAINTENANCE PERSONNEL                    | 14. FACILITIES-LAN AIDS, LANDING AIDS, TOUCH DOWN AIDS, APPROX | 22. MATERIAL FAILURE/MALFUNCTION        |  |        |  |
| 7. MAINTENANCE SUPERVISORY PERSONNEL        | 15. FACILITIES-CATASTROPHIC ARRESTING GEAR (Skip or fluid)     | 23. UNDETERMINED                        |  |        |  |
| 8. SUPERVISORY OTHER (Specify)              | 16. FACILITIES OTHER (Specify)                                 | 24. OTHER (Specify)                     |  |        |  |

| PART I. MAINTENANCE MATERIAL AND FACILITIES DATA                            |  |                                 |  |                                 |              |                                   |  |                                    |  |                                 |  |                                 |  |                                  |             |                                  |  |  |  |              |  |        |  |             |  |  |  |                          |  |
|---|--|---------------------------------|--|---------------------------------|--------------|-----------------------------------|--|------------------------------------|--|---------------------------------|--|---------------------------------|--|----------------------------------|-------------|----------------------------------|--|--|--|--------------|--|--------|--|-------------|--|--|--|--------------------------|--|
| 1. DATE OF MANUFACTURE  |  | 2. FLIGHT HRS. SINCE ACCEPTANCE |  | 3. NO. OF PAR/OVERHAUL          |              | 4. MONTHS SINCE LAST PAR/OVERHAUL |  | 5. FLT HRS SINCE LAST PAR/OVERHAUL |  | 6. LAST PAR/OVERHAUL ACTIVITY   |  | 7. TYPE OF LAST CHECK PERFORMED |  | 8. FLIGHT HOURS SINCE LAST CHECK |             | 9. DAYS SINCE LAST CHECK         |  |  |  |              |  |        |  |             |  |  |  |                          |  |
| 1. ENGINE MODEL   |  | 2. ENGINE SERIAL NUMBER         |  | 3. FLIGHT HRS. SINCE ACCEPTANCE |              | 4. NUMBER OF OVERHAULS            |  | 5. WAS DIR REQUESTED               |  | 6. FLT HRS SINCE LAST OVERHAUL  |  | 7. LAST OVERHAUL ACTIVITY       |  | 8. TYPE OF LAST CHECK PERFORMED  |             | 9. FLIGHT HOURS SINCE LAST CHECK |  | 10. DAYS SINCE LAST CHECK  |  |              |  |        |  |             |  |  |  |                          |  |
| (1)   |  |                                 |  |                                 |              |                                   |  |                                    |  |                                 |  |                                 |  |                                  |             |                                  |  |  |  |              |  |        |  |             |  |  |  |                          |  |
| (2)   |  |                                 |  |                                 |              |                                   |  |                                    |  |                                 |  |                                 |  |                                  |             |                                  |  |  |  |              |  |        |  |             |  |  |  |                          |  |
| (3)   |  |                                 |  |                                 |              |                                   |  |                                    |  |                                 |  |                                 |  |                                  |             |                                  |  |  |  |              |  |        |  |             |  |  |  |                          |  |
| (4)   |  |                                 |  |                                 |              |                                   |  |                                    |  |                                 |  |                                 |  |                                  |             |                                  |  |  |  |              |  |        |  |             |  |  |  |                          |  |
| 1. COMPONENT INVOLVED NOMENCLATURE  |  | 2. MANUFACTURER'S PART NUMBER   |  | 3. TOTAL HRS ON PART            |              | 4. NO. OF OVERHAULS               |  | 5. HOURS SINCE LAST OVERHAUL       |  | 6. OVERHAUL ACTIVITY            |  | 7. WAS DIR REQUESTED            |  | 8. SER NO FOR AMPEUR             |             |                                  |  |  |  |              |  |        |  |             |  |  |  |                          |  |
| (1)   |  |                                 |  |                                 |              |                                   |  |                                    |  |                                 |  |                                 |  |                                  |             |                                  |  |  |  |              |  |        |  |             |  |  |  |                          |  |
| (2)   |  |                                 |  |                                 |              |                                   |  |                                    |  |                                 |  |                                 |  |                                  |             |                                  |  |  |  |              |  |        |  |             |  |  |  |                          |  |
| (3)   |  |                                 |  |                                 |              |                                   |  |                                    |  |                                 |  |                                 |  |                                  |             |                                  |  |  |  |              |  |        |  |             |  |  |  |                          |  |
| (4)   |  |                                 |  |                                 |              |                                   |  |                                    |  |                                 |  |                                 |  |                                  |             |                                  |  |  |  |              |  |        |  |             |  |  |  |                          |  |
| 1. PARTS REPAIRED   |  |                                 |  |                                 |              |                                   |  |                                    |  | 2. PARTS REPLACED               |  |                                 |  |                                  |             |                                  |  |  |  |              |  |        |  |             |  |  |  |                          |  |
| PART NUMBER   |  |                                 |  |                                 | NOMENCLATURE |                                   |  |                                    |  | 3. DIRECT MANHOURS INVOLVED     |  |                                 |  |                                  | PART NUMBER |                                  |  |  |  | NOMENCLATURE |  |        |  |             |  |  |  |                          |  |
|   |  |                                 |  |                                 |              |                                   |  |                                    |  |                                 |  |                                 |  |                                  |             |                                  |  |  |  |              |  |        |  |             |  |  |  |                          |  |
| JET ENGINE FLAMEOUT (Include intentional securing to prevent engine damage) |  |                                 |  |                                 |              |                                   |  |                                    |  |                                 |  |                                 |  |                                  |             |                                  |  |  |  |              |  |        |  |             |  |  |  |                          |  |
| AT TIME OF FLAMEOUT   |  | 1. ALTITUDE                     |  | 2. MS                           |              | 3. RPM                            |  | 4. G                               |  | 5. MANEUVER AT TIME OF FLAMEOUT |  | 6. FUEL FLOW                    |  | 7. ATTITUDE                      |             | 8. G FORCES                      |  | 9. RELIGHT   |  | 10. ALTITUDE |  | 11. MS |  | 12. MAX EGT |  | 13. FUEL CONTROL   |  | 14. NO. RELIGHT ATTEMPTS |  |
|   |  |                                 |  |                                 |              |                                   |  |                                    |  |                                 |  |                                 |  |                                  |             |                                  |  | <input type="checkbox"/> ATTEMPTED <input type="checkbox"/> ACCOMPLISHED |  |              |  |        |  |             |  | <input type="checkbox"/> PRIMARY <input type="checkbox"/> MANUAL |  |                          |  |
| INTENTIONAL SECURE  |  | 15. ENGINE SYMPTOMS             |  |                                 |              |                                   |  |                                    |  |                                 |  | 16. CAUSE OF SYMPTOMS           |  |                                  |             |                                  |  |  |  |              |  |        |  |             |  |  |  |                          |  |
|   |  |                                 |  |                                 |              |                                   |  |                                    |  |                                 |  |                                 |  |                                  |             |                                  |  |  |  |              |  |        |  |             |  |  |  |                          |  |
| RECIPROCATING ENGINE FAILURE  |  |                                 |  |                                 |              |                                   |  |                                    |  |                                 |  |                                 |  |                                  |             |                                  |  |  |  |              |  |        |  |             |  |  |  |                          |  |
| 17. ALTITUDE  |  | 18. MS                          |  | 19. ALTITUDE                    |              | 20. RPM                           |  | 21. MAP                            |  | 22. TORQUE/BRP                  |  | 23. FUEL FLOW PRESSURE          |  | 24. OIL PRESSURE                 |             | 25. ENGINE SYMPTOMS              |  | 26. CAUSE OF SYMPTOMS  |  |              |  |        |  |             |  |  |  |                          |  |
|   |  |                                 |  |                                 |              |                                   |  |                                    |  |                                 |  |                                 |  |                                  |             |                                  |  |  |  |              |  |        |  |             |  |  |  |                          |  |
| INTENTIONAL SECURE  |  | 25. ENGINE SYMPTOMS             |  |                                 |              |                                   |  |                                    |  |                                 |  | 26. CAUSE OF SYMPTOMS           |  |                                  |             |                                  |  |  |  |              |  |        |  |             |  |  |  |                          |  |
|   |  |                                 |  |                                 |              |                                   |  |                                    |  |                                 |  |                                 |  |                                  |             |                                  |  |  |  |              |  |        |  |             |  |  |  |                          |  |
| CERTIFY OTHER REPORTS CONCERNING THIS REPORT                                |  |                                 |  |                                 |              |                                   |  |                                    |  |                                 |  |                                 |  |                                  |             |                                  |  |  |  |              |  |        |  |             |  |  |  |                          |  |
| 1. AIRPORT SERIAL NUMBER  |  |                                 |  |                                 |              |                                   |  |                                    |  |                                 |  |                                 |  |                                  |             |                                  |  |  |  |              |  |        |  |             |  |  |  |                          |  |
| 2. DIR MESSAGE REQUEST DATE-TIME GROUP                                      |  |                                 |  |                                 |              |                                   |  |                                    |  |                                 |  |                                 |  |                                  |             |                                  |  |  |  |              |  |        |  |             |  |  |  |                          |  |
| 3. OTHER  |  |                                 |  |                                 |              |                                   |  |                                    |  |                                 |  |                                 |  |                                  |             |                                  |  |  |  |              |  |        |  |             |  |  |  |                          |  |
| 4.  |  |                                 |  |                                 |              |                                   |  |                                    |  |                                 |  |                                 |  |                                  |             |                                  |  |  |  |              |  |        |  |             |  |  |  |                          |  |

2. ENGINE FAILURES

3. OTHER REPORT

## AIRCRAFT ACCIDENT REPORT

OPNAV FORM 3750-1A (Rev. 3-63)

SPECIAL HANDLING REQUIRED, in accordance with

A-1 of OPNAV INSTRUCTION 3750.1

ORIGINAL

|   |                   |                     |  |                        |
|---|-------------------|---------------------|--|------------------------|
| 1. EQUIPMENT INVOLVED<br><input type="checkbox"/> DATA ONLY <input type="checkbox"/> ARRESTING GEAR | 2. PRESENT STATUS | 3. TYPE OVER DECK   | 4. RELATIVE WIND                       | 5. APPROACH/LEAD SPEED |
| 6. HULL NUMBER  | 7. MODEL NUMBER   | 8. LOCATION OF SHIP | 9. LAUNCHING UNCLE AND HINDLE ARRESTER |                        |
| 10. OUTPUT/ARRESTING GEAR BULLETIN OR HOW/WHEN USED   |                   |                     |  |                        |

C. SHIP'S DATA

| 11. This portion shall be completed whenever (1) an aircraft accident involves arresting gear barrier and/or barricade equipment, or (2) an aircraft accident involves malfunctioning of arresting gear, barrier and/or barricade equipment. Incidents of routine damage to cables, welding, and other expendable equipment need not be reported herein. |                        |                         |                                    |       |                                |   |
|--|------------------------|-------------------------|------------------------------------|-------|--------------------------------|---|
| ENGAGED  | 12. DECK RUNOUT (FEET) | 13. RAM TRAVEL (INCHES) | 14. CONTROL VALVE SETTINGS         |       | 15. ACCUMULATOR PRESSURE (PSI) | 16. COMMENTS<br>(for cable failures specify no. landings and months in service) |
|  |                        |                         | CONSTANT PRESSURE<br>DOVE (P.S.I.) | RATIO |                                |   |
| DECK PENDANT   |                        |                         |                                    |       |                                |   |
| DECK PENDANT   |                        |                         |                                    |       |                                |   |
| BARRIER/BARRICADE  |                        |                         |                                    |       |                                |   |

H. DEPLOYMENT

|   |  |                                      |  |
|---|--|--------------------------------------|--|
| FOR ACCIDENTS ABOARD CARRIERS (complete on ship)          |  |                                      |  |
| 1. DATE DEPLOYED COMUS                                    | 3. DAY HOURS/LANDINGS SINCE DEPLOYMENT   | 4. DAY HOURS/LANDINGS LAST 30 DAYS   |  |
| 2. NO. DAYS OPERATING PERIOD                              |  |                                      |  |
| 5. NET. HOURS LOGGED SINCE DEPLOYMENT<br>ACTUAL/SIMULATED | 6. NIGHT HOURS/LANDINGS SINCE DEPLOYMENT | 7. NIGHT HOURS/LANDINGS LAST 30 DAYS |  |

I. WEATHER

|   |                     |   |   |                      |                               |
|---|---------------------|---|---|----------------------|-------------------------------|
| WEATHER AT SCENE OF MISHAP  |                     |   |   |                      |                               |
| 1. CEILING<br>10000 scd   | 2. VISIBILITY<br>25 | 3. BACKWIND DIRECTION AND VELOCITY<br>290T/15 | 4. TEMPERATURE<br>RUNWAY<br>OUTSIDE AIR<br>77°F | 5. DEW POINT<br>35°F | 6. ALTIMETER SETTING<br>29.83 |
| 7. OTHER WEATHER CONDITIONS (wind, cloud, fog, rain, sea state, density altitude, etc. appropriate) |                     |   |   |                      |                               |
| CB NE THU SE RWU NE THU SE  |                     |   |   |                      |                               |

## PART III ADDITIONAL INFORMATION

| PART    | SECTION | ITEM  | 1. REMARKS  | 2. COPY DISTRIBUTION         |
|---------|---------|-------|---|------------------------------|
| I       | B       | 11    | Contributing  | LOC NAVANT/AFN DIRECT (NAF)  |
| I       | C       | 7     | USAFR (Calif. Air National Guard) transferee DNA 13 February 1965           | DD BUREAU DIRECT (NAF)       |
| I       | F       | 7     | page 1A: USAFR (Calif. Air National Guard) transferee DNA 13 February 1964  | LOC BUREAU DIRECT LONG BEACH |
| I       | C       | 13-24 | except 21, page 1 and page 1A: accumulated since DNA. Navy flight time only |                              |
| II      | I       | ALL   | Edwards AFB 130200Z May observation   |                              |
| N.TOPS: |         |       | a. No b. No c. No   |                              |

|                 |                                |                             |  |
|-----------------|--------------------------------|-----------------------------|--|
| COST DAMAGE TO: | 3. GOVERNMENT PROPERTY<br>None | 4. PRIVATE PROPERTY<br>None | 5. DATE SUBMITTED TO DD<br>6 June 1965 |
|-----------------|--------------------------------|-----------------------------|--|

PART IV SIGNATURES OF THE BOARD

(b) (6)

When preparing Incident and Ground Accident reports, items indicated by an asterisk in the upper right hand corner must be filled in. Other items considered appropriate should also be filled in.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 66 OF  
OPNAVINST P3750.6E

PART V THE ACCIDENT

1. A4B, BuNo. 142885, piloted by LT. Roderic A. LAUGHLIN, USNR (b) (6) 1315, NRA VA 773, departed NAS Los Alamitos at 1820T, 12 May 1965 for an instrument training flight (STARP DRILL) on a local IFR/VFR flight clearance. A radar vectored, controlled climb to on top was provided by Long Beach departure control. Upon reaching "on top" at 5000 feet, the IFR portion of the flight plan was canceled by LT LAUGHLIN.
2. At approximately 1905T, two swept wing jet aircraft, later identified by creditable witnesses as "A4D Skyhawks", were observed northwest of the small town of Rosamond California. The aircraft were engaged in aerobatic maneuvers at relatively low altitude, thus attracting the attention of many residents. The maneuvers performed have since been described by these witnesses as a "formation tail chase", "rat race", "squirrel cage" and "dog-fighting similar to that observed during W.W.II".
3. These maneuvers continued for approximately 5-10 minutes. During this period the aircraft drifted east towards Edwards AFB and their altitude was observed to decrease with each maneuver.
4. The maneuvers ceased when one of the aircraft was observed in a very steep dive at low altitude. This aircraft, later determined to be BuNo. 142885, failed to effect recovery and crashed in a small uninhabited valley approximately 2 miles northwest of Rosamond Dry Lake, on the western perimeter of the Edwards Air Force Base reservation.
5. The other aircraft involved was observed to enter a climb, circle back and fly over the crash scene at a higher altitude. This aircraft then departed in a northerly direction. The pilot of this aircraft did not report the crash.
6. Personnel of the Rosamond Volunteer Fire Dept. who were witnesses to the aerial display anticipated a possible crash, sounded the alarm and departed toward the general area. A huge ball of fire followed by dense black smoke was observed to rise from the area indicating a crash had occurred.
7. The pilot made no apparent attempt to eject and sustained fatal injuries on impact. The aircraft exploded and wreckage was scattered over a large area.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 66 OF  
OPNAVINST P3750.6R

PART VI: DAMAGE TO THE AIRCRAFT

1. A4B BuNo. 142885, sustained ALFA damage as result of the impact and subsequent explosion. The aircraft disintegrated and was scattered in a "V" shaped pattern in excess of 1000 feet in the direction of flight. (Enclosure (2) and (3)).

2. Examination of the ground scar caused by initial impact revealed a plan view of the aircraft, except for the empennage section. This indicated that the aircraft contacted the ground in a wings level, slight nose down attitude with a high rate of descent. Rate of descent at impact was established at 5225 ft/min. through recovery of the rate of climb indicator. Airspeed at impact was estimated to be 300-350 kts. The initial impact scar was 27 ft. wide and 22 ft. long at the center line. Maximum depth of the ground scar was 2½ ft. at the point where initial nose contact and subsequent engine contact occurred. The angle of impact was estimated to be 22 degrees relative to slightly rising terrain in the direction of flight which was determined to be about 335° M.

3. At initial impact the engine tore loose, emerged through the upper forward fuselage and was projected forward approximately 300 feet, shattering on impact. (Enclosure (3) and (4)).

4. The fuselage, wings, empennage and attached components were damaged extensively and scattered by the impact and post crash explosion. The vertical and horizontal stabilizers were the largest identifiable remaining structural components of the aircraft.

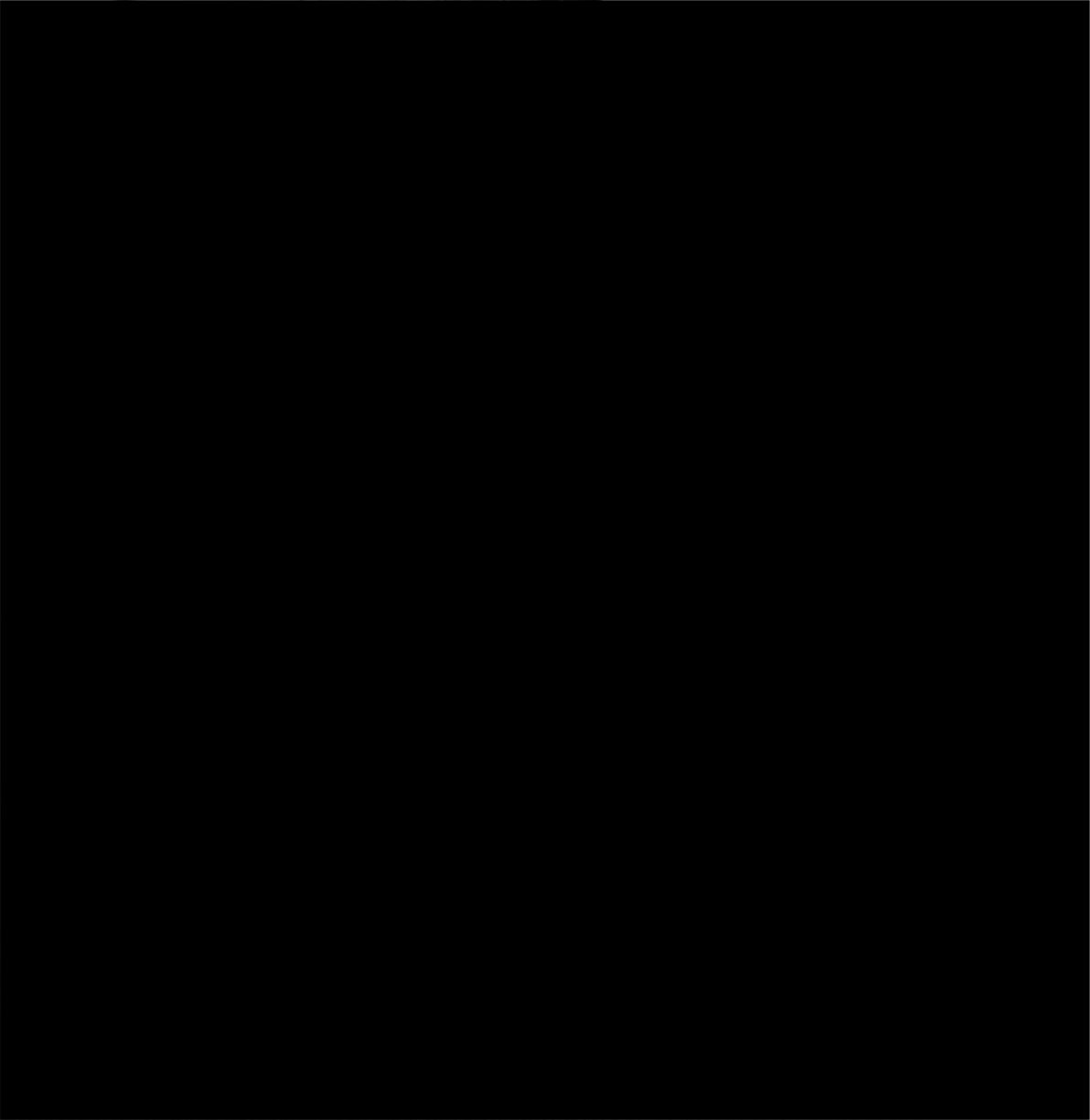
5. The RAPEC seat was found in four major and several minor pieces which included parts of the seat supporting structure. The rocket motor was found in two pieces, one of which included the firing head with the catapult firing gear still installed. The face curtain assembly and pulley mechanism showed no indication of attempted ejection. The ejection seat and canopy safety pins were located in the map case indicating that they had been removed and properly stowed prior to flight.

6. The wreckage of the aircraft was salvaged on 14 May and returned to NAS Los Alamitos for a more detailed examination and evaluation, by technically qualified military and contractor personnel.

ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 66 OF  
OPNAVINST P3750.6E

PART VII: INVESTIGATION AND ANALYSIS



ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 66 OF  
OPNAVINST P3750.6E

(b) (5)



(7)

ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 66 OF  
OPNAVINST P3750.6E

(b) (5)



(8)

ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 66 OF  
OPNAVINST P 3750.6R

(b) (5)



ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 66 OF  
OPNAVINST P3750.6R

(b) (5)



ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 66 OF  
OPNAVINST P3750.6R

(b) (5)



(11)

ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 66 OF  
OPNAVINST P3750.6E

(b) (5)



ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 66 OF  
OPNAVINST P3750.6E

(b) (5)



ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 66 OF  
OPNAVINST P3750.6R

(b) (5)



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SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 66 OF  
OPNAVINST P3750.6E

PART VIII CONCLUSIONS

(b) (5)



ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 66 OF  
OPNAVINST 3750.6E

(b) (5)



ORIGINAL

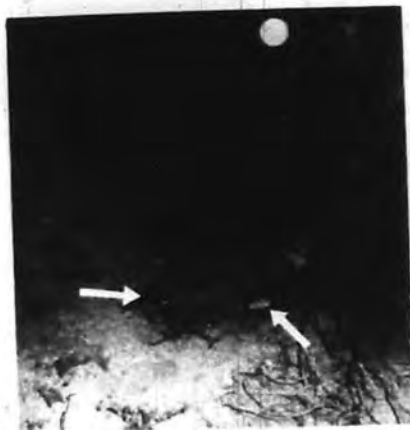
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 66 OF  
OPNAVINST P3750.6E

PART IX RECOMMENDATIONS

(b) (5)



All statements withheld  
under exemption (b)(5).



1. Parachute as found.  
Note shoulder strap fittings.



2. Comparison of damage to upper  
and lower torso harness.



3. and 4. Example of fittings disconnected and connected.

Enclosure (13) to NAS Los Alamitos Aircraft Accident Report  
Serial 2-65A involving A4B, BuNo 142885, accident occurring  
12 May 1965, Pilot LAUGHLIN.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH  
66 OF OPNAVINST P3750.6E

ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 66 OF  
OPNAVINST P3750.6E

Transcript from Longbeach Departure Control Tape recording of frequency 343.9, Concerning the departure of A4B BuNo. 142885 (LIMA 41), during the period 0120Z to 0123Z, 12 May 1965.

| <u>Time</u> | <u>Call Sign</u> | <u>Text</u>  |
|-------------|------------------|--|
| 01:20:00    | LIMA 41:         | LIMA 41 turning to 165 over  |
| :07         | Dept.Cont.       | LIMA 41 radar contact departing Los Alamitos report leaving 2500 ft.   |
| :15         | LIMA 41:         | Roger  |
| :16         | 16 Juliet        | 411 Longbeach departure control Cessna 16 Juliet 5000  |
| :21         | Dept.Cont.       | 16 Juliet are you on top?  |
| :25         | 16 Juliet        | 16 Juliet affirmative we are just on top   |
| :30         | Dept.Cont.       | Report cancelling IFR 16 Juliet  |
| :35         | Dept.Cont.       | Cessna 16 Juliet report cancelling IFR flight plan understand you are VFR condition on top now                   |
| :40         | 16 Juliet        | Roger, 16 Juliet is that correct?  |
| :44         | Dept.Cont.       | Roger, maintain VFR conditions on top give me a call when ready to cancel IFR flight plan                        |
| :50         | 16 Juliet        | Roger, 16 Juliet cancelling IFR  |
| :54         | Dept.Cont.       | 16 Juliet Roger, radar service terminated 2 miles north of the San Pedro Intersection Frequency change approved. |
| 01:21:00    | LIMA 41:         | Out of 2500 climbing   |
| :05         | Dept.Cont.       | LIMA 41 turn right 230 LIMA 41   |
| :08         | LIMA 41:         | Roger right to 230   |
| :26         | LIMA 41:         | LIMA 41 3000 IFR at this time  |

Enclosure (15 to NAS Los Alamitos Aircraft Accident Report  
Serial 2-45A, Involving A4B, BuNo. 142885, Accident occurring  
12 May 1965, Pilot LAUGHLIN.

ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 66 OF  
OPNAVINST P3750.62

Transcript from Longbeach Departure Control Tape recording of frequency 343.9, Concerning the departure of ALB, BuNo. 142885 (LIMA 41), during the period 0120Z to 0123Z, 12 May 1965.

(contd)

| <u>Time</u> | <u>Call Sign</u> | <u>Text</u>  |
|-------------|------------------|--|
| :30         | Dept.Cont.       | LIMA 31 roger. Climb and maintain 5000 report reaching 5000 or cancelling IFR which ever is sooner |
| :38         | LIMA 41:         | Roger 5000, steady 230   |
| :50         | LIMA 41:         | You can be advised the bottoms of this is about 3000 indicated.                                    |
| :55         | Dept.Cont.       | Roger thank you  |
| 01:22:06    | LIMA 41:         | 41 on top 5000   |
| :10         | Dept.Cont.       | Roger report canceling IFR Flight Plan   |
| :14         | LIMA 41:         | Roger I'll cancel IFR portion now  |
| :19         | Dept.Cont.       | LIMA 41 acknowledge cancel IFR. Radar service terminated position 8 miles S.S.W. Longbeach Vortac  |
| :28         | LIMA 41:         | Roger give you a call in about one hour for GCA thank you  |

(b) (6)

certified to be a true transcript.

Enclosure (15 to NAS Los Alamitos Aircraft Accident Report  
Serial 2-654, Involving ALB, BuNo. 142885, Accident occurring  
12 May 1965, Pilot LAUGHLIN.

ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 66 OF  
OPNAVINST P3750.6E

Transcript of Longbeach Departure Control Tape recording of frequency 343.9 mcs, Concerning the departure of A4B BuNo. 142895 (LIMA 38), during the period 0145Z to 0149Z 12 May 1965.

| <u>Time</u> | <u>Call Sign</u> | <u>Text</u>   |
|-------------|------------------|---|
| 01:45:00Z   |                  | Longbeach   |
| :46         | LIMA 38:         | Longbeach Departure LIMA 38 airborne Los Al   |
| :50         | Dept.Cont.       | LIMA 38 Longbeach Departure control, Roger, Radar contact. Continue heading 165. Report leaving 2500. Radar contact departing Los Alamitos. |
| 01:46:02    | LIMA 38:         | Say again altitude  |
| :05         | Dept.Cont.       | Roger climb to 3000 ft report leaving 2500  |
| :08         | LIMA 38:         | Roger   |
| :09         | Dept.Cont.       | LIMA 38 what altitued now?  |
| :10         | LIMA 38:         | 1000  |
| :12         | Dept.Cont.       | Roger turn right 230  |
| :14         | LIMA 38:         | LIMA 230  |
| :38         | LIMA 38:         | LIMA 38 leaving 2500  |
| :41         | Dept.Cont.       | Roger   |
| :46         | LIMA 38:         | LIMA 38 level 3000  |
| :51         | Dept.Cont.       | LIMA 38 Climb to 4000 expect higher altitude in 5 miles   |
| :55         | LIMA 38:         | LIMA 38 maintain 4  |
| :56         | Dept.Cont.       | Roger voice very weak climb maintain 4000 LIMA 38 expect higher altitude in 5 miles   |

Enclosure (15) to NAS Los Alamitos Aircraft Accident Report  
Serial 2-65A, Involving A4B, BuNo. 142885, Accident occurring  
12 May 1965, Pilot LAUGHLIN.

ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 66 OF  
OPNAVINST P3750.6E

Transcript of Longbeach Departure Control Tape recording of  
frequency 343.9 mcs, Concerning the departure of A4B BuNo.  
142895 (LIMA 38), during the period 0145Z to 0149Z 12 May 1965.

| <u>Time</u> | <u>Call Sign</u> | <u>Text</u>  |
|-------------|------------------|--|
| 01:47:00    | LIMA 38:         | Roger LIMA 38 level at four  |
| :05         | Dept.Cont.       | LIMA 38 turn left now heading 210  |
| :07         | LIMA 38:         | LIMA 38 210  |
| :34         | Dept.Cont.       | LIMA 38 traffic 10 oclock 2 miles north-<br>west bound   |
| :37         | LIMA 38:         | LIMA 38 unable   |
| :44         | Dept.Cont.       | LIMA 38 climb maintain 5000 report reaching<br>5000 or cancelling IFR which ever is sooner.          |
| :50         | LIMA 38:         | Out of four for five   |
| 01:48:12    | Dept.Cont.       | LIMA 38 traffic 12 oclock 2 miles southwest<br>bound fast moving                                     |
| :17         | LIMA 38:         | LIMA 38 unable   |
| :20         | Dept.Cont.       | OK he's moving away from you now present<br>speed and heading he'll pass well clear<br>to your right |
| :35         | LIMA 38:         | OK LIMA 38 on top this time, tops 5000<br>cancel my IFR plan   |
| :39         | Dept.Cont.       | LIMA 38 Roger cancellation of 48 present<br>position 10 miles southwest Long Beach<br>VORTAC.        |
| :41         | LIMA 38:         | Roger  |
| :45         | None Given       | Come on up channel 20  |
| :52         | None Given       | LIMA come up channel 20  |

01:49:00Z

Certified to be a true transcription.  
Enclosure (16) to NAS Los Alamitos Aircraft Accident Report  
Serial 2-65A, Involving A4B, BuNo. 142895, Accident occurring  
12 May 1965, Pilot LAUGHLIN.

(b) (6)

ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 66 OF  
OPNAVINST P3750.6EResume of Pilots Flight experienceLT. Roderic A. LAUGHLIN (b) (6) /1315 USNR, NRA VA-773 (inactive  
duty) NAS Los Alamitos.

| <u>Fiscal<br/>Year</u> | <u>Command<br/>Attached</u>   | <u>Model<br/>Aircraft</u> | <u>Flight<br/>Hours</u> | <u>CV Ldgs<br/>day/night</u> | <u>Operational/<br/>proficiency</u> |
|------------------------|-------------------------------|---------------------------|-------------------------|------------------------------|-------------------------------------|
| 1965                   | VA-773<br>NAS Los<br>Alamitos | A4B<br>T33B               | 22<br>8                 | 0/0<br>0/0                   | Oper.<br>Oper.                      |
| 1964                   | Calif.ANG                     | F86L<br>T33A              | 101<br>8                | 0/0<br>0/0                   | Oper.<br>Oper.                      |
| 1963                   | Calif.ANG                     | F86L<br>T33A              | 97<br>9                 | 0/0<br>0/0                   | Oper.<br>Oper.                      |
| 1962                   | Calif.ANG                     | F86L<br>T33A              | 116<br>20               | 0/0<br>0/0                   | Oper.<br>Oper.                      |
| 1961                   | Calif.ANG                     | F86D<br>F86L<br>T33A      | 80<br>9<br>24           | 0/0<br>0/0<br>0/0            | Oper.<br>Oper.<br>Oper.             |

No record of prior involvement in aircraft mishaps or flight violations. (Verified through the Naval Liaison Officer, Director Aerospace Safety, Norton AFB, California.)

Enclosure (5) to NAS Los Alamitos Aircraft Accident Report  
Serial 2-65A, Involving A4B, BuNo. 142885, Accident occurring  
12 May 1965, Pilot LAUGHLIN

ORIGINAL

12 MAY 1965

**LOCAL AREA**

115

**FLIGHT PLAN**

ROUTE TO BE FLOWN: **LAUGHLIN RA - IT** (b) (6) **1773** **601 A1**

**TAKE-OFF ROLL** **200**

**MINIMUM IAS AT 200 FT** **100**

**FLIGHT CLEARANCE AUTHORIZATION**

DD FORM 175

Enclosure (5) to NAS Los Alamitos Aircraft Accident Report  
Serial 3-02A involving AGR, Bufile 142802, accident occurring  
12 May 1965, Pilot LAUGHLIN.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH  
26 OF OPERATING PRIMA 02

Encl. 7

ORIGINAL



Aerial photograph of crash scene.

Enclosure ( L ) to NAS Los Alamitos Aircraft Accident Report  
Serial 2-65A involving A4B, BuNo 142885, accident occurring  
12 May 1965, Pilot LAUGHLIN.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH  
66 OF OPNAVINST P3750.6E

ORIGINAL

Encl. 3

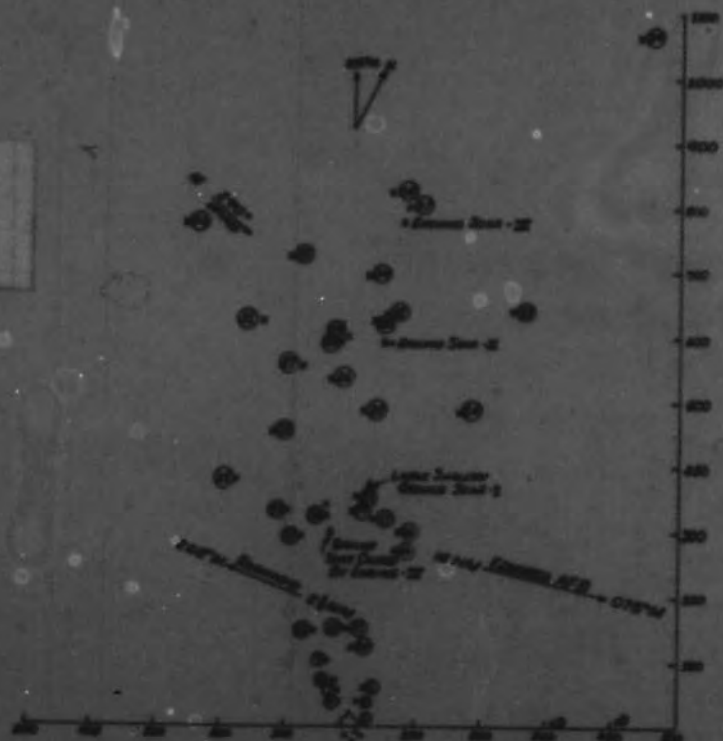


Aerial photograph of crash scene.

Enclosure (2) to NAS Los Alamitos Aircraft Accident Report  
Serial 2-65A involving A4B, BuNo 142885, accident occurring  
12 May 1965, Pilot LAUGHLIN.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH  
66 OF OPNAVINST P3750.6E

ORIGINAL



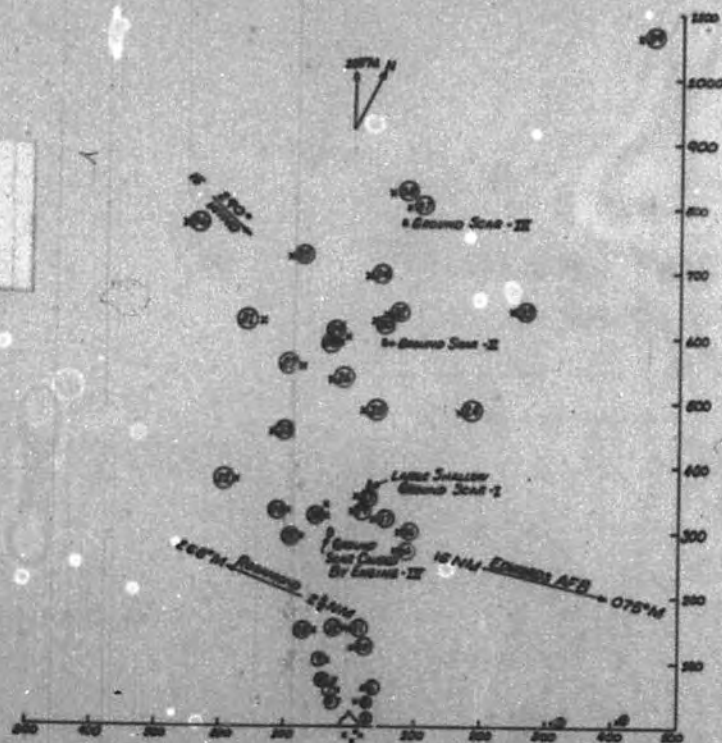
WRECKAGE DIAGRAM  
THE LOS ALAMITOS AIRCRAFT ACCIDENT  
SERIAL 2-85A INVOLVING A4B, BU NO 142885  
ACCIDENT OCCURRING 12 MAY 1965 PILOT LAUGHLIN  
PREPARED BY LARRY A. W. JENSEN, JR. 1965  
12 MAY 1965  
PAGE SEVENTEEN

Wing No. 101  
Wing No. 102  
Wing No. 103  
Wing No. 104  
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Wing No. 106  
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Wing No. 197  
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Wing No. 199  
Wing No. 200

Enclosure (3) to NAS Los Alamitos Aircraft Accident Report  
Serial 2-85A involving A4B, BuNo 142885, accident occurring  
12 May 1965, Pilot LAUGHLIN.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH  
66 OF OPNAVDET P3750.6E

ORIGINAL



WRECKAGE DIAGRAM  
 FOR LOS ALAMITOS AIRCRAFT ACCIDENT  
 SERIAL 2-65A, INVOLVING A4B, BU NO 142885  
 ACCIDENT OCCURRED 12 MAY 1965 PILOT LAUGHLIN  
 PREPARED BY LCDR A.W. ANDERSON, JR, USN

12 MAY 1965  
 PARTS INVENTORY

1. Second stage turbine wheel
2. First stage turbine wheel and shaft
3. Engine accessory drive section
4. Engine fuel distributor manifold
5. De-energized engine bearing
6. RAFCN rocket motor (upper part and seat frame)
7. Fuel control
8. Compressor section of engine
9. Combustion section of engine
10. Turbine section
11. Heavy bracket
12. Flange upper tower/DE SC life vest
13. Engine center main bearing support
14. Flange pedestal
15. Flange lower base
16. Ballast retaining brace
17. Engine driven fuel pump
18. RAFCN rocket motor base
19. Rocket and ground safety lock
20. Parts of part wing
21. Structure and bracket with seat separation bladder
22. Part of STED engine
23. Part of STED wing
24. STED 30 inch engine
25. STED 30 inch engine
26. STED 30 inch engine
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99. STED 30 inch engine
100. STED 30 inch engine

NOTE 1: Ground scars 1, 4, 11, caused by engine accessory drive section.

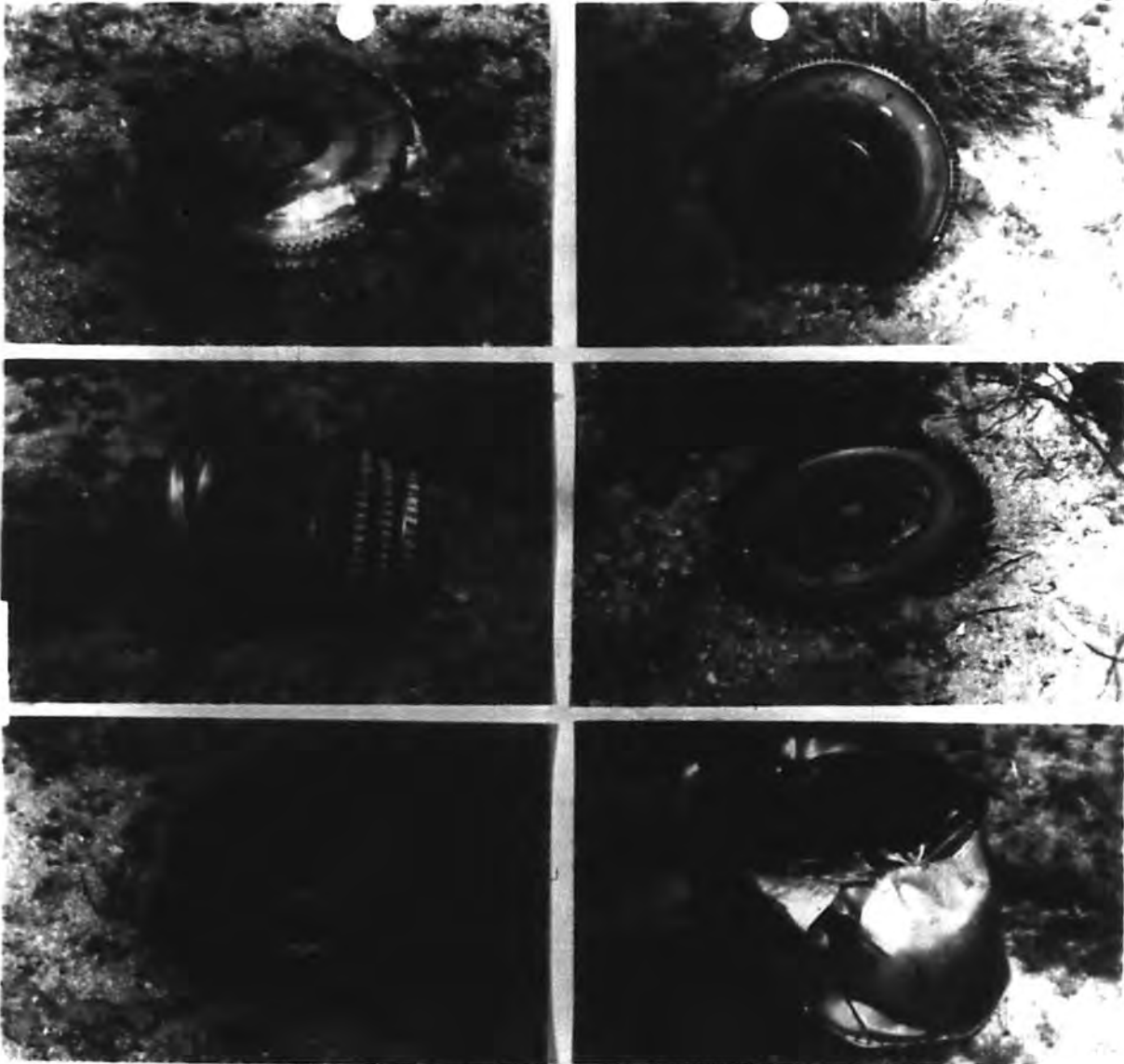
NOTE 2: Ground Scar 29, shallow with considerable engine case present/air residue. Engine break-up progressed in various directions from this point forward.

NOTE 3: ITEM 24. Located by following track wheel left in rolling to final location.

Enclosure (3) to NAS Los Alamitos Aircraft Accident Report  
 Serial 2-65A involving A4B, BuNo 142885, accident occurring  
 12 May 1965, Pilot LAUGHLIN.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH  
66 OF OPNAVINST P3750.6E

ORIGINAL



Composite photograph of damage sustained by compressor and turbine sections of engine.

Enclosure ( 4 ) to NAS Los Alamitos Aircraft Accident Report  
Serial 2-65A involving A4B, BuNo 142885, accident occurring  
12 May 1965, Pilot LAUGHLIN.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH  
66 OF OPNAVINST P3750.6E

Encl. 5

ORIGINAL



Photographs taken at initial ground scar in the apparent direction of flight showing wreckage distribution and terrain.

Enclosure (7) to NAS Los Alamitos Aircraft Accident Report  
Serial 2-65A involving A4B, BuNo 142885, accident occurring  
12 May 1965, Pilot LAUGHLIN.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH  
66 OF OPNAVINST P3750.6E

ORIGINAL



Photographs taken at initial ground scar in the apparent direction of flight showing wreckage distribution and terrain.

Enclosure (7) to NAS Los Alamitos Aircraft Accident Report  
Serial 2-65A involving A4B, BuNo 142885, accident occurring  
12 May 1965, Pilot LAUGHLIN.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH  
66 OF OPNAVINST P3750.6E

NNNN  
SAFEEN DE COM: NR 929/13

DCBA47CRIA84  
PP RUCKDC  
DE RUMDAJ 924 13/9635Z  
ZNR

P 130700Z  
FM NAS LOSALAM  
TO RUECH/CNO  
RUCKDC/NAVJWSAFECIN  
INFO RUECH/BUERS  
RUECH/CHARETRA  
RUCQBG/CHATRA  
RUMDC/COMELVEN  
RUMDM/BUERS REP LBEACH  
RUECH/BUERS

RUMCS/DIR ARMED FORCES INSTITUTE OF PATHOLOGY  
RUMDM/COMNAVIRLANT  
RUCQDA/COMNAVIRLANT  
RUMHL/CINCPACFLT  
RUCKID/CCFNLANT  
RUCNHL/HEADATCARAING FOUR  
RUMDAK/HEADATCARAING ONE TWO  
RUMED/CCAINW PAC

BT

UNCLAS

PRELIMINARY MSG REPT OF ACFT ACFT

A. OPMVINST P3752.6E

1. A4B BUNO 142883 NAS LOS ALAMITOS

2. 121900T APPROX 80 MILES WEST EDWARDS AFB CALIF

3. INST TRAINING STARP

4. ALFA

5. UNCONTROLLED COLLISION GROUND. WITNESS STATE AIRCRAFT OBSERVED  
IN STEEP DIVE. HIT FLAT WITH HIGH SINK RATE. EXPLODED ON CONTACT

6. LT ROBERT A. LAUGHLIN (b)(6) 1219 USNR VATT3 STARP FATAL

PAGE TWO RUMDAJ 924 UNCLAS

7. NONE

8. NA

9. AIRCRAFT CRASHED IN EDWARDS RESTRICTED AREA 2915

BT

AYB 142 P85

5-12-65

#29/13/65

AAAR

130700Z

SAVEDEN DE COMH NR 086/14

DEADEN/RA943

FP HUCKDC

DE RUNNEY 1 14/0237Z

ZNR

P 140237Z

FM APTC EDWARDS AFB CALIF

TO RUECH/CNO

RUCKDC/NAVY/NAF/NAF/NAF

INFO RUECH/NAF/NAF

RUECH/NAF/NAF

RUCKDC/NAF/NAF

RUNDIN/NAF/NAF/NAF/NAF

RUECH/NAF/NAF

RUNDIN/NAF/NAF/NAF

RUNDIN/NAF/NAF/NAF

RUCKDC/NAF/NAF/NAF

RUNDIN/NAF/NAF/NAF

RUCKDC/NAF/NAF/NAF

RUCKDC/NAF/NAF/NAF/NAF

RUNDIN/NAF/NAF/NAF/NAF

RUNDIN/NAF/NAF/NAF

BT

UNCLAS FTY 0402 13 MAY 1965.

SUPPLEMENTARY MSG REPT OF AIRCRAFT ACCIDENT

A. OMAVINST P3756.02

B. NAS LOS ALAMITOS 130500Z MAY

1. AAB BUNO 140237Z NAS LOS ALAMITOS. 2-63A LAUGHLIN

VATT3 STAP

2. NAS LOS ALAMITOS NAS LOS ALAMITOS. VFR LOCAL 8/33

3. ALFA AIRCRAFT DISINTEGRATED COMPLETELY BY IMPACT AND

PIST CRASH EXPLOSION.

4. UNCONTROLLED COLLISION WITH GROUND.

PAGE 2 RUNNEY 1 UNCLAS

5. AIRCRAFT INVOLVED OBSERVED IN COMPANY WITH ANOTHER  
ACT, BELIEVED BY RELIABLE WITNESS TO BE AN A4. BOTH  
ACTY PERFORMING ACROBATIC MANEUVERS AT ESTIMATED ALTITUDE  
OF 3000-3500 FT ABOVE TERRAIN. ACTY INVOLVED OBSERVED  
RECOVERING FROM STEEP DIVE FROM APPARENT LOOP MANEUVER  
AT LOW ALTITUDE AND HIGH SPEED. CRASH SCENE EVIDENCE

INDICATES AIRCRAFT STRUCK GROUND IN A FLAT ATTITUDE, WITH  
ANGLE OF IMPACT ESTIMATED TO BE 25 DEGREES TO SLIGHTLY  
BEYOND TERRAIN. ENGINE OPERATING AT HIGH RPM AT IMPACT.

6. 16,000 SCATTERED REAR TIRE BROKEN VIB 29 WILES TEMPERATURE  
77 DEGREES, DEW POINT 33, WINDS 290 AT 15 MPH, ALTITUDE  
20-25, GUST THRU 35.

7. NONE

8. NONE

9. NO

10. NAPEL WFI HAD 1 NOT UTILIZED. ROCKET MOTOR RIPPED  
BY IMPACT AND IDENTIFIED.

11. NONE

12. NO INFORMATION LEADING TO FURTHER IDENTIFICATION OF  
OTHER AIRCRAFT AND PILOT WORN AT THIS TIME.

PAGE 3 RUNNEY 1 UNCLAS

13. CURRENT MSG 2 PARA 2. LOCATION OF WRECK TO 2 1/2 WILES  
WEST NORTH EAST DIRECTION, CALIF. TIME OF WRECK TO 1915Z.

BT

Sup  
AAR

#26/14/65

AYB/142825

0012-45

140235Z/MAY

Medical Officer's  
Report - withheld  
entirely under  
exemptions (b)(5) and  
(b)(6) of the FOIA.